

K.C.C. No. 153424

Tariff No. 2

TARIFF

OF

Name: Sunset Tours, Inc.

Address: 7700 Irwin Raytown, MO 64138

Motor Common Carrier Service

Between Points

And Places In Kansas
(As Shown Herein)

ISSUE DATE: 03/14/2005

EFFECTIVE DATE: 03/14/2005

Ron Zimmerman, President

Name and Title

Sunset Tours, Inc.

Name of Carrier

7700 Irwin

Street and PO Box Address

Raytown, MO 64138

City, State and Zip

Updated 03/22/05

| Item No. | Subject And Application |
|----------|--|
| 1. | <p><u>Application of Tariff</u></p> <p>A. This Tariff applies to the transportation of passengers and their baggage, in charter operations, as follows:</p> <ol style="list-style-type: none"> 1. Interstate – Over irregular routes between points in the United States (except Hawaii) and 2. Intrastate – In Kansas – transportation of passengers and their baggage from and between all points and places in the state of Missouri over irregular routes in one-way or round-trip charter service, irrespective of location of such points on the routes of regular route carriers. <p>B. The charges show herein are in dollars and cents and are payable in lawful United States money.</p> |
| 2. | <p><u>Definitions</u></p> <p>The following “Definitions” reflect the technical interpretation of words and phrases used in this Tariff. Where ever such words or phrases are used they are designated by capitalization and quotation marks, thus, “Accommodations”, “Charter Coach”, etc.</p> <ol style="list-style-type: none"> A. Accommodations: “Accommodations”, as used herein, means either (1) additional seats which the “Charter Party” may desire in excess of the number necessary for the party for extra convenience or comfort of the party, or (2) additional number of seats (either left in the “Charter Coaches” or removed at the “Charter Party’s request) for the storage of baggage or other paraphernalia being carried in the custody of the party. B. Charter Coach: A unit of motor passenger equipment assigned to the exclusive use of a party or persons. C. Charter Party: The term “Charter Party”, as used herein, means a person or group of persons, who pursuant to a common purpose, and under a single contract, and at a fixed charge, have acquired the exclusive use of a passenger carrying motor vehicle to travel together as a group to a specified destination or for a particular itinerary, either agreed upon in advance or modified by the “Charter Party” after having left the “Place of Origin”. D. Charter Trip or Charter Movement: Transportation and incidental service furnished by the Carrier in a “Charter Coach” between points authorized herein, beginning at the time and place for which the “Charter Coach” is ordered and ending at the “Place of Destination”. E. Equipment Point: “Equipment Point”, as used in this Tariff, means a place specifically named herein by the Carrier as a point at which vehicles of the particular capacity desired are held out to be available for “Charter Movements”. F. Hour: As used herein, an “Hour” is each sixty (60) minute period (or fraction thereof) beginning at the time the “Charter Coach” is ordered to be at the “Place of Origin” and ending at the time the “Charter Coach” is finally released by the “Charter Party”. G. Day: As used herein, a “Day” is each twenty-four (24) “Hour” period beginning at the time the “Charter Coach” is ordered to be at the “Place of Origin” and ending at the time the “Charter Coach” is finally released by the “Charter Party”. H. Live Mileage: “Live Mileage”, as used herein, means the mileage traversed by a “Charter Coach” between the “Place of Origin” and the “Place of Destination”. I. Deadhead Mileage: “Deadhead Mileage”, as used in this Tariff, except as otherwise shown herein, means the distance computed via the shortest practical highway route, without |

| Item No. | Subject And Application |
|----------|--|
| | <p>passengers.</p> <ol style="list-style-type: none"> 1. Between the “Applicable Equipment Point” for the particular vehicle and the “Place of Origin; and 2. Between the “Place of Destination” and the same “Applicable Equipment Point”. 3. <p>NOTE: After the “Charter Coach” has departed from the “Place of Origin”, any mileage involved in the servicing of the equipment will not be included as “Deadhead Mileage”.</p> <p>J. Charter trip or Charter Movement: Transportation and incidental service furnished by the Carrier in a “Charter Coach” between the points authorized herein, beginning at the time and place for which the “Charter Coach” is ordered and ending at the “Place of Destination”.</p> <p>K. Equipment Point: “Equipment Point”, as used in this Tariff, means a place specifically named herein by the Carrier as a point at which vehicles of the particular capacity desired are held out to be available for “Charter Movements”.</p> <p>L. Hour: As used herein, and “Hour” is each sixty (60) minute period (or fraction thereof) beginning at the time the “Charter Coach” is ordered to be at the “Place of Origin” and ending at the time the “Charter Coach” is finally released by the “Charter Party”.</p> <p>M. Day: As used herein, a “Day” is each twenty-four (24) “Hour” period beginning at the time the “Charter Coach” is ordered to be at the “Place of Origin” and ending at the time the “Charter Coach” is finally released by the “Charter Party”.</p> <p>N. Live Mileage: “Live Mileage”, as used herein, means the mileage traversed by a “Charter Coach” between the “Place of Origin” and the “Place of Destination”.</p> <p>O. Deadhead Mileage: “Deadhead Mileage”, as used in this Tariff, except as otherwise shown herein, means the distance computed via the shortest practical highway route, without passengers.</p> <ol style="list-style-type: none"> 1. Between the “Applicable Equipment Point” for the particular vehicle and the “Place of Origin; and 2. Between the “Place of Destination” and the same “Applicable Equipment Point”. <p>NOTE: After the “Charter Coach” has departed from the “Place of Origin”, any mileage involved in the servicing of the equipment will not be included as “Deadhead Mileage”.</p> <p>P. Place of Origin: The term “Place of Origin”, as used herein, means the place where the “Charter Party” orders the “Charter Coach” to be at the start of the “Charter Trip”.</p> <p>Q. Place of Destination: The term “Place of Destination”, as used herein, means the place where the “Charter Coach” is vacated and released by the “Charter Party”.</p> <p>R. Waiting Time: Any period of tie in excess of one-half (1/2) and “Hour” during which the “Charter Coach” is not in motion, at the request, with the consent, or for the convenience of the “Charter Party”. “Waiting Time” does not include normal rest stops, meal stops or layover time for repairs.</p> |
| 3. | <p><u>Determination of Mileage</u></p> <p>Except as otherwise specifically provided herein. Mileage will be determined from and in accordance with the provisions of National Mileage Guide, Supplementary Mileage Guide MBTA 85-654, National Mileage Guide NBTA 95-655 and Randy McNally Motor Carrier Atlas, supplements thereto or re-issues thereof, issued by National Bus Traffic Association, Inc.</p> |
| 4. | <p><u>Objectionable Persons</u></p> <p>The carrier reserves the right to refuse to transport any person who is under the influence of intoxicating liquor or drugs, or who is incapable of taking care of himself or herself, or who shows</p> |

| Item No. | Subject And Application |
|----------|--|
| | <p>conduct which is such, or is likely to be such, as to make him or her objectionable to other passengers.</p> <p>EXCEPTION – This Rule does not apply to persons who are ill and accompanied by an attendant or nurse.</p> <p>5. <u>Baggage</u></p> <ul style="list-style-type: none"> A. Personal Baggage will not be Checked-in “Charter Coach” Service. B. To the limit of the capacity of the “Charter Coach”, Personal Effects, Baggage, Musical Instruments, Athletic Equipment, and other Articles and Paraphernalia, which are for actual use, and which are necessary or appropriate either for the wear, use, comfort and/or convenience of the passengers or for the purpose of the “Charter Trip”, will be transported at Owner’s Risk, at no additional charge. C. The Carrier will not accept for transportation in “Charter Coach” Service any article the transportation of which is prohibited by Law or the Regulations of the Interstate Commerce Commission or other Regulatory Bodies. <p>6. <u>Animals or Birds</u></p> <p>No animals or birds will be carried on “Charter Trips”.</p> <p>7. <u>Liabilities</u></p> <ul style="list-style-type: none"> A. The Carrier does not guarantee to arrive at or depart from any point at a specific time, but will endeavor to maintain the schedule submitted by its agent or employee. B. If any Act of God, public enemies, authority of law, quarantine, perils of navigation, riots, strikes, the hazards or dangers incident to a state or war, accidents, breakdowns, bad conditions beyond its control, make it, in the opinion of the Carrier, inadvisable to operate “Charter Coaches” either from the “Place of Origin” or any point en-route, the Carrier shall not be liable therefore. <p>8. <u>Claims</u></p> <p>Except as might otherwise be prescribed by law, all Claims of whatsoever character must be filed in writing within nine (9) months with the Carrier.</p> <p>EXCEPTION – (Applicable interstate only) Rules and Regulations with respect to the processing of Claims for the Loss or Damage to Baggage, will be as published in National Claims Rule Tariff, ICC NBTA 11-C, supplements thereto or reissues thereof, issued by National Bus Traffic Association, Inc., Agent.</p> <p>9. <u>Application and Collection of Charges</u></p> <ul style="list-style-type: none"> A. The Charges shown herein apply for “Charter Trips” over paved, oiled, macadam roads, or roads over which the “Charter Coach” can be operated at the time of the “Charter Coach” can be operated at the time of the “Charter Trip” with safety and without undue wear. B. All Quotations are subject to the Carrier being able to supply equipment and apply only when proper arrangements have been made for the furnishing of equipment and when the Carrier can properly meet with all the requirements of the City, State, National or State Park, Monument or Reservations through which the “Charter Coach” must pass. |

| Item No. | Subject And Application |
|----------|--|
| | <p>SECTION A RULES AND REGULATIONS (Continued)</p> <p><u>Application and Collection of Charges:</u> (Continued)</p> <ul style="list-style-type: none"> C. When a Carrier, for its own convenience, furnishes a vehicle of a greater capacity or in a higher classification than that ordered, charges for the "Charter Movement" will be based on the capacity or classification of the vehicle ordered. Charges must be assessed on the basis of the seating capacity, or classification of the vehicle offered at the time quotation was made. D. On "Charter Movements" which include an extended layover, the "Charter Coach" may be temporarily released by the "Charter Party" upon payment of "Deadhead Mileage" charges based on the Round-Trip mileage from the place at which the "Charter Coach" is temporarily released to the "Equipment Point" from which the "Charter Coach" originated, provided that the total charge computed on the basis does not exceed the charge which would be computed under the general provisions of this Tariff. E. All charges for "Charter Trips", including "Deadhead Mileage" charges and Special Charges are payable in advance, unless credit is established with the Carrier. F. Scrip, Commutation or Mileage Books or Coupons will not be accepted in payment of Charges shown herein. G. All charges for a "Charter Trip" must be assessed against and/or collected from the person or organization ordering the "Charter Coach", and will not be prorated and collected as Fares from the individual. H. On extended "Charter Trips", the "Charter Party" may make payments in installments. These payments must be made in advance of each part of the "Charter Trip" for which they are applicable. When such arrangements are made, the Carrier may, at its option, demand deposit to cover return "Deadhead Mileage" charges of the "Charter Coach", if any, in case "Charter Trip" is discontinued before completion. If "Charter Trip" is completed, deposit will be applied on the last payment. I. If the "Charter Party" during the "Charter Trip" desires to change routing, duration of the "Charter Trip" or other arrangements, charges for the revised "Charter Trip" will be assessed and collected on the basis of the charges published herein, plus any additional expenses incurred on the basis of the original order. <ul style="list-style-type: none"> 1. If the charges as published herein for the revised "Charter Trip" exceed the amount first paid, the difference between that amount and the proper charges as published herein will be collected. 2. If the charges as published herein for the revised "Charter Trip" are less than the amount first paid, the difference between the charges for the revised trip and the amount collected will be refunded. J. Refund or credit will be made to the "Charter Party" based on the difference between the Payments collected and the charges assessed in accordance with the provisions of this Tariff. Such refund or credit will be made only through the General Office of the Carrier. <p>10. <u>Damage to Vehicles</u></p> <p>Each vehicle assigned for Charter Service will be in good condition, including the condition of window glass and seats. Any damage to the vehicle caused by the "Charter Party" will be charged by the Carrier to the "Charter Party".</p> <p>11. <u>Equipment Points</u></p> <p>Vehicles for Charter Service are held out to be available at Raytown, Missouri.</p> |

| Item No. | Subject And Application |
|----------|---|
| 12. | <p data-bbox="313 258 581 285"><u>Governing Publications</u></p> <ul style="list-style-type: none"> <li data-bbox="362 317 878 344">A. National Mileage Guide, ICC NBTA 12-B <li data-bbox="362 348 956 375">B. Supplementary Mileage Guide, ICC NBTA 13-A <li data-bbox="362 380 1040 407">C. National Special Charter Charges Tariff, ICC NBTA 16 <p data-bbox="313 470 456 531"><u>SECTION B</u> <u>CHARGES</u></p> <p data-bbox="228 562 574 590">1. <u>Application of Charges</u></p> <ul style="list-style-type: none"> <li data-bbox="362 621 1354 711">A. The Charges published in this Section are based on the number of passengers per “Charter Coach” or the Seating Capacity of the vehicle, as ordered by the “Charter Party”. <li data-bbox="362 716 1386 806">B. When the number of passengers in the “Charter Party” varies during the course of the “Charter Trip”, the Carrier will assess charges based on the maximum number of passengers in the “Charter Party” at any time during the “Charter Trip”. <p data-bbox="228 837 591 865">2. <u>Computation of Charges</u></p> <p data-bbox="313 896 1386 987">The Charges authorized in this Section apply to each “Charter Coach” assigned to a “Charter Movement”. Charges for a “Charter Movement” will be computed as provided in the following paragraphs.</p> <p data-bbox="313 1018 1419 1171">NOTE – “Charter Coach Movements” that are confirmed and accepted by the Carrier and by the “Charter Party” as evidenced by the execution of a Charter Bus Contract, more than thirty (30) “Days” before the Effective Date of a Tariff change, will be subject to the Charges in effect on the date of the Charter Bus Contract or on the date of the “Charter Coach Movement”, WHICHEVER IS LOWER.</p> <ul style="list-style-type: none"> <li data-bbox="362 1203 1370 1356">A. <u>Basic Charge</u> – The Basic Charge to be assessed will be the “Live Mileage” Charge computed under the provisions of Paragraph B of this Item, or the Time Charge computed under the provisions of Paragraph C, WHICHEVER IS GREATER. The Charges computed under the provisions of Paragraphs D and E of this Item are to be assessed in addition to the Basic Charge. <p data-bbox="313 1388 1395 1446">NOTE – In no case shall the Charge for a “Charter Movement” which does not terminate at the “Place of Origin”.</p> <p data-bbox="313 1478 1382 1631">EXCEPTION 1 – <u>Intrastate in Kansas</u>, the Basic Charge will be the sum of the “Live Mileage” Charges, computed under the provisions of Paragraph B of this Rule, AND the “Deadhead Mileage” Charges, computed under the provisions of Paragraph D, OR the Time Charges, computed under the provisions of Paragraph D, OR the Time Charges, computed under the provisions of Paragraph C, WHICHEVER IS GREATER.</p> <ul style="list-style-type: none"> <li data-bbox="362 1663 1321 1753">B. <u>“Live Mileage” Charge</u> – A “Live Mileage” Charge will be assessed for each mile traversed by a “Charter Coach” between the “Place of Origin” and the “Place of Destination”, at charges shown in the applicable Table of Charges. <li data-bbox="362 1757 1414 1869">C. <u>Time Charges</u> – A Time Charge will be assessed for each “Hour” or fraction thereof, computed from the time the “Charter Coach” is ordered to be at the “Place of Origin” to the time the “Charter Coach” is released by the “Charter Party” at the “Place of Destination”. The Time Charge for the first twenty-four (24) “Hours” of a “Charter |

| Item No. | Subject And Application | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|--|--|------------------------|--------------------------|---------------------|---------------------------|----------|----------|---|--------------------|------------------------|--|--------------|--|--|--|--|--------------------------|---------------------|---------------------------|--|--------|--------|----------|---------|----------|-------------------------|--------|--------|----------|---------|----------|-------------|--------|--------|----------|---------|----------|--|--------|--------|----------|---------|----------|-------------------------|-------------------------------|--------------------------------|---------------------------------------|
| | <p>Movement” will be computed on the basis of the Charges shown in Columns 4 and 5 of the applicable Table of Charges, but not to exceed the Charge for twenty-four (24) “Hours” shown in Column 6. On “Charter Movements” of more than twenty-four (24) “Hours” duration, the Time Charge will be computed by applying the maximum twenty-four (24) “Hour” Time Charge for each full twenty-four (24) “Hour” period. The Charge for a portion of a twenty-four (24) “Hour” period will not exceed the applicable twenty-four (24) “Hour” Time Charge.</p> <p>D. <u>“Deadhead Mileage” Charge</u> – A “Deadhead Mileage” Charge per “Deadhead Mile” per “Charter Coach” will be assessed at the applicable “Deadhead Mileage” Charge, computed via the shortest practical highway route, without passengers,</p> <p>1. Between the “Applicable Equipment Point” for the particular vehicle and the “Place of Origin”, AND</p> <p>2. Between the “Place of Destination” and the same “Applicable Equipment Point”.</p> <p>E. <u>Special Charges</u> – The Special Charges provided in Item #4 will be added to the Basic Charge computed under Paragraph A of this Item.</p> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3. | <p><u>Table of Charges</u> – The charges shown in this Table NO. 1 will apply to all “Charter Movements”.</p> <table><tr><th>COLUMN 1</th><th>COLUMN 2</th><th>COLUMN 3</th><th>COLUMN 4</th><th>COLUMN 5</th><th>COLUMN 6</th></tr><tr><th>Number of Passengers Per Charter Coach</th><th>Per “Live Mile”</th><th>Per “Deadhead Mile”</th><th></th><th>TIME CHARGES</th><th></th></tr><tr><td></td><td></td><td></td><td>First 5 Hours Or less</td><td>Each Addt'l Hour</td><td>Maximum 24 Hour Period</td></tr><tr><td>DELUXE COACH 47 Passenger or less</td><td>\$2.45</td><td>\$1.50</td><td>\$350.00</td><td>\$65.00</td><td>\$595.00</td></tr><tr><td>55 Passenger or less</td><td>\$2.75</td><td>\$1.65</td><td>\$425.00</td><td>\$75.00</td><td>\$700.00</td></tr><tr><td>See Note #1</td><td>\$3.00</td><td>\$1.80</td><td>\$480.00</td><td>\$90.00</td><td>\$800.00</td></tr><tr><td>SPECIAL DELUXE COACH 47 Passenger or Less – See Note #2</td><td>\$2.80</td><td>\$1.70</td><td>\$435.00</td><td>\$80.00</td><td>\$700.00</td></tr></table> <p>When there are more than forty-seven (47) passengers in a single “Charter Coach”, the following charges will be added to the charges shown above for forty-seven (47) passengers, for each additional passenger:</p> <table><tr><td>Per “Live Mile” - \$.05</td><td>Each Additional Hour - \$1.00</td></tr><tr><td>First 5 Hours or Less - \$5.00</td><td>Maximum 24 Hour Time Charge - \$10.00</td></tr></table> <p>NOTE #1 – These charges will apply only to “Galley Equipped”, “Sightseeing” or “Sleeper” type equipment. In addition thereto, when “Sleeper” coaches are used, a Layover Charge of sic (\$6.00) dollars per “Hour” will be assessed for all Layover Time, starting twenty-four (24) “Hours” after</p> | COLUMN 1 | COLUMN 2 | COLUMN 3 | COLUMN 4 | COLUMN 5 | COLUMN 6 | Number of Passengers Per Charter Coach | Per “Live Mile” | Per “Deadhead Mile” | | TIME CHARGES | | | | | First 5 Hours Or less | Each Addt'l Hour | Maximum 24 Hour Period | DELUXE COACH 47 Passenger or less | \$2.45 | \$1.50 | \$350.00 | \$65.00 | \$595.00 | 55 Passenger or less | \$2.75 | \$1.65 | \$425.00 | \$75.00 | \$700.00 | See Note #1 | \$3.00 | \$1.80 | \$480.00 | \$90.00 | \$800.00 | SPECIAL DELUXE COACH 47 Passenger or Less – See Note #2 | \$2.80 | \$1.70 | \$435.00 | \$80.00 | \$700.00 | Per “Live Mile” - \$.05 | Each Additional Hour - \$1.00 | First 5 Hours or Less - \$5.00 | Maximum 24 Hour Time Charge - \$10.00 |
| COLUMN 1 | COLUMN 2 | COLUMN 3 | COLUMN 4 | COLUMN 5 | COLUMN 6 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Number of Passengers Per Charter Coach | Per “Live Mile” | Per “Deadhead Mile” | | TIME CHARGES | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | First 5 Hours Or less | Each Addt'l Hour | Maximum 24 Hour Period | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| DELUXE COACH 47 Passenger or less | \$2.45 | \$1.50 | \$350.00 | \$65.00 | \$595.00 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 55 Passenger or less | \$2.75 | \$1.65 | \$425.00 | \$75.00 | \$700.00 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| See Note #1 | \$3.00 | \$1.80 | \$480.00 | \$90.00 | \$800.00 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| SPECIAL DELUXE COACH 47 Passenger or Less – See Note #2 | \$2.80 | \$1.70 | \$435.00 | \$80.00 | \$700.00 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Per “Live Mile” - \$.05 | Each Additional Hour - \$1.00 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| First 5 Hours or Less - \$5.00 | Maximum 24 Hour Time Charge - \$10.00 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

| Item No. | Subject And Application | | | | | |
|----------|--|-----------------|---------------------|---------------------|----------------------|------------------------|
| 4. | arrival at destination and ending at the time of departure from destination. | | | | | |
| | NOTE #2 – These charges will apply only to “Charter Movements” when Special Deluxe Coach equipment is requested by “Charter Party”. | | | | | |
| | <u>COLUMN 1</u> | <u>COLUMN 2</u> | <u>COLUMN 3</u> | <u>COLUMN 4</u> | <u>COLUMN 5</u> | <u>COLUMN 6</u> |
| | Seating Capacity of Van and Mini-Bus | Per “Live Mile” | Per “Deadhead Mile” | TIME CHARGES | | |
| | | | | First 4 Hrs Or Less | Each Additional Hour | Maximum 24 Hour Period |
| | VAN 15 Passenger or Less | \$1.80 | \$1.40 | \$240.00 | \$60.00 | \$500.00 |
| | MINI – BUS 16-25 Passenger or Less | \$2.20 | \$1.70 | \$320.00 | \$80.00 | \$550.00 |
| | Exception (2) – At the “Equipment Point” of Raytown, Missouri – Limo Service is available for Charter Service, Airport Service, or for Tour and Entertainment subject to the following charges (See Note #1): | | | | | |
| | <u>COLUMN 1</u> | <u>COLUMN 2</u> | <u>COLUMN 3</u> | <u>COLUMN 4</u> | <u>COLUMN 5</u> | <u>COLUMN 6</u> |
| | Seating Capacity of Limo | Per “Live Mile” | Per “Deadhead Mile” | TIME CHARGES | | |
| | | | | 2 Hour Minimum | Each Addt'l Hour | Maximum 24 Hour Period |
| | 6 Passengers or less | \$1.60 | \$1.25 | \$200.00 | \$75.00 | \$500.00 |
| | NOTE (1) – Transportation from the greater Kansas City area to and from KCI Airport will be charged at a rate of \$55.00 each way. | | | | | |
| | <u>Special Charges</u> | | | | | |
| | The Special Charges shown in this Item, when applicable, are in addition to the Transportation and/or other Charges published in this or other Section of this Tariff. | | | | | |
| | A. <u>Seats Removed, Installation of VCR and Bar</u> – A charge of twenty (\$20.00) dollars will be made for the removal of each double seat. There will be a forty (\$40.00) per day charge for installation and use of VCR’s and/or TV’s. There will be a thirty-five (\$35.00) installation | | | | | |

| Item No. | Subject And Application |
|----------|---|
| | <p>and use of VCR's and/or TV's. There will be a thirty-five (\$35.00) installation and removal charge on each charter requesting the use of a portable bar.</p> <p>B. <u>Toll Charges, Entrance Fees, Etc.</u> – All Highway, Bridge and Ferry Tolls or Charges; Parking, Entrance and admission Fees or any other Charges or expenses whatsoever incurred by this Carrier while performing services with a “Charter Coach” will be assessed to the “Charter Party”</p> <p>C. <u>Additional Mileage (Applicable only for Kansas Interstate “Charter Coach Movements”)</u> – Any additional mileage operated by the Carrier occasioned by the act of God, bad conditions of the road, floods, storms and other circumstances beyond its control, will be charged for at the charge applicable thereto.</p> <p>D. <u>Additional Drivers</u> – Whenever a “Charter Movement” is of such duration as to require one (1) or more additional drivers, in order to comply with the “Hours of Service of Driver’s Regulations” of the U.S. Department of Transportation, Federal Highway Administration, Bureau of Motor Carrier Safety, a charge of fifty-five (.55) cents per mile will be made for each mile driven or cushioned by the additional driver, plus eighty-five (\$85.00) dollars each time it is necessary for the additional driver to get “hours off”, unless it is a two-man operation using a “Sleeper-Berth” coach, then there will be a charge for the actual cost subject to a maximum of one hundred and seventy (\$170.00) dollars per “day” extra driver charge.</p> <p>E. <u>Overnight Stopovers</u> – For each overnight stopover requested by the “Charter Party”, and additional charge of eighty-five (\$85.00) dollars will be assessed.</p> <p>F. <u>Cleanup Charge</u> – A clean up charge of seventy-five (\$75.00) dollars per “Charter Coach” will be assessed on “Charter Movement” of seventy-two (72) “hours” or more duration, or when beverages and snacks are to be served on the “Charter Coach”.</p> <p>G. <u>Cancellation Charges</u> – (Applicable only for Interstate and Intrastate “Charter Movements” which originate in the State of Kansas) On “Charter Movements” of more than seventy-two (72) “Hours” duration, when a notification of cancellation is given in less than forty-eight (48) “Hours” prior to the “Dispatch Departure time”, there will be a Cancellation Charge of two hundred and fifty (\$250.00) dollars per “Charter Coach”, plus the applicable Charge for any “Deadhead Mileage” operated and all other expenses, such as Toll Charges, Permits, Fees, etc. incurred by the Carrier. On “Charter Movements” of less than seventy-two “Hours” duration, when a notification of cancellation is given in less than twenty-four (24) “Hours prior to the “dispatch Departure Time”, there will be a Cancellation Charge of one hundred and fifty (\$150.00) dollars per “Charter Coach”, plus the applicable Charge for any “Deadhead Mileage” operated and all other expenses, such as Toll Charges, Permits, Fees, etc., incurred by the Carrier.</p> <p>H. <u>Deposit Charge</u> – Unless satisfactory credit arrangements are established, a deposit to cover the Cancellation Charge provided in Paragraph (G) of this Item, must be made with each “Charter Coach” Order. If more than one “Charter Coach” is ordered, the amount of deposit must be made for each “Charter Coach”.</p> <p>I. <u>Additional Non-Transportation Services</u> – If at the request of the “Charter Party” the Carrier arranges to provide special equipment and supplies in the “Charter Coach” for the convenience, comfort and/or entertainment of the “Charter Party”, or arranges for Hotel Accommodations, Meals, Sightseeing, Entertainment or other Non-Transportation Services, all Charges involved which are incurred in the performance of such Non-Transportation Service will be assessed to and collected from the “Charter Party”. It is non-performance of services on the part of any establishment with whom arrangements for Non-Transportation Services are made, and the Carrier’s responsibility is limited to the actual Transportation Services contracted for by the ‘Charter Party’.</p> <p>J. <u>Charter Coach Movements to Alaska</u> –</p> <ol style="list-style-type: none"> 1. On all “Charter Coach Movements” to Alaska, the Charge for each twenty-four (24) “Hour” period, will be an amount equal to the Charge for three hundred (300) “Live Miles” per “Charter Coach” at the applicable Rate per “Live Mile”. |

| Item No. | Subject And Application |
|-------------|---|
| | <p>2. On all “Charter Coach Movements” to Alaska, a surcharge of ten (10%) percent will be added to the Mileage or Time Charges, whichever is applicable for the entire distance or duration of the “Charter Coach Movement”.</p> |
| | |